Shillong, Darjeeling, Siliguri, Mysore, Madurai, Rajkot, Nasik, Jammu, Saharanpur and Roorkee.

(c) The passengers, who book their tickets through internet, pay Rs. 40/- per ticket to Indian Railway Catering and Tourism Corporation (IRCTC). In addition, the charges as levied by Master/Visa Organization and various banks have been detailed in the Statement enclosed.

***Statement***

*List of Master/Visa Organizations and various Banks levying charges for booking of Railway Tickets through Internet.*

| Bank/Organization | Charges |
|---|---|
| ICICI Payment Gateway & Citibank Payment Gateway, Master/Visa Organization & member Banks. | 1.8% of the total transaction value for Credit Card Transactions. |
| ICICI Bank Limited | 0.5% for Direct Debit Transactions |
| Citi Bank Limited | Rs. 10/- Direct Debit Transactions |
| HDFC Bank Limited | Rs. 10/- Direct Debit Transactions |
| IDBI Bank Limited | Rs. 10/- Direct Debit Transactions |

**Projects in NF Railway**

661. DR. ARUN KUMAR SARMA: Will the Minister of RAILWAYS be pleased to state:

(a) the details of ongoing projects being executed in the NF Railways, indicating the date of sanction, original and present cost of projects, year-wise allocation and utilization made, progress of work, allocations for 2003-2004 alongwith the target set; and

(b) the details of additional budgetary support received from various sources to complete those projects?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) Details of Ongoing Projects under execution on N.F. Railway indicating the year of inclusion in the Budget, original and present day cost, year wise allocation and utilisation made, progress of work and target wherever set with allocation for 2003-2004 are as under:—

(Rs. in crores)

| SI. No. | Name of the project | Year of Exp. | Original Anticipated 1983-84 cost | Now antici-pated cost | Inclusion in the Budget | 1984-85 Outlay | 1984-85 Exp. | 1985-86 Outlay | 1985-86 Exp. | 1986-87 Outlay | 1986-87 Exp. | 1987-88 Outlay | 1987-88 Exp. | 1988-89 Outlay | 1988-89 Exp. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | New Lines: | | | | | | | | | | | | | | |
| 1 | New BG line from Ekiakhi to Balurghat including Gazoleltahar section (87.11 kms.) | 1983-84 | 36.38 | 274.41 | 1.01 | 2 0.11 | 1.86 | 0.5 | 0.49 | 0.5 | | 1 | -0.43 | 0.0001 | 0 |
| 2 | New BG line from Dudhnoi to depa (15.5 kms.) | 1992-93 | 21.27 | 22.33 | | | | | | | | | | | |
| 3 | New line from Kumarghat to Agartala (109 kms.) | 1996-97 | 575 | 895 | | | | | | | | | | | |

(Rs. in crores)

| Sl. No. | Name of the project in the Budget | Year of Inclusion | Origins Anticipated cost | Now anticipated | 1983-84 Outlay | 1984-85 Outlay | 1984-85 Exp. | 1985-86 Outlay | 1985-86 Exp. | 1986-87 Outlay | 1986-87 Exp. | 1987-88 Outlay | 1987-88 Exp. | 1988-89 Outlay | 1988-89 Exp. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4 | Rail-cum-Road Bridge over river Brahmaputra near Bogibeel with linking lines between Dibrugarh and North Bank line | 1997-98 | 1000 | 1767 | | | | | | | | | | | |
| 5 | New Maynaguri-Jogighopa (233 km.) | 2000-01 | 733 | 733 | | | | | | | | | | | |
| 6 | Diphu-Karong (123 Km.) | 1997-98 | 800 | 1600 | | | | | | | | | | | |

(Rs. in crores)

| SI No. | Name of the project | Anticipated 1989-90 cost | | | 1990.91 1995-96 | | 1991-92 | | 1992-93 | | 1993-94 | | 1994-95 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Year of Exp. | Original Inclusion in the | Now antici-pated Budget | Outlay Outley | Exp. Exp. | Outlay | Exp. | Outlay | Exp. | Outlay | Exp | Outlay | Exp. |
| | New Lines: | | | | | | | | | | | | | |
| 1 | New BG line from Eklakhi to Balurghat including Gazoleltahar section (87.11 kms.) | 1983-84 | 36.38 | 274.41 -0.0 6 | 0.0001 1 | 0 0 0001 5 4.35 | 0 0.0001 | | 0 | 1 | 0 0.0001 | | | |
| 2 | New BG line Irom Dudhnoi to depa (15.5 kms.) | 1992-93 | 21.27 | 22.33 | | | 0.8 5 0.09 | 0 | 1 | | 0 0.0001 | 1.48 | | |
| 3 | New line Irom Kumarghat to Agartala (109 kms.) | 1996-97 | 575 | 895 | | | | | | | | | | |
| 4 | Rail-cum-Road Bridge over river Brahmaputra near Bogibeel with linking lines between Dibrugarh and North Bank Line | 1997-98 | 1000 | 1767 | | | | | | | | | | |

| | | | | |
|---|---|---|---|---|
| 5 | New Maynaguri-Jogighopa (223 km.) | 2000-01 | 733 | 733 |
| 6 | Diphu-Karong (123 km.) | 1997-98 | 800 | 1600 |

(Rs. In Crores)

| SI NO. | Name of the project | Year of Inclusion | Original Outlay | Now anticipated Outlay | Exp. 1996-97 | Outlay 1997-98 | Exp. | Outlay 1998-89 | Exp. | Outlay 1999-2000 | Exp. | Outlay 2000-01 | Exp. | Outlay 2001-02 | Exp. | Outlay 2002-03 | Exp. | Outlay 2003-04 | cost | Ramarks for Progress and target date of completion |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| | New Lines: | | | | | | | | | | | | | | | | | | | |
| 1 | New BG line from Eklakhi to Balurghat including Gazoleltahar section (87.11 kms.) | 1983-84 | 36.38 | 274.41 | 3 | 4.51 | 10 | 3.07 | 10 | 10.99 | 20 | 12..3 | 50 | 43.62 | | | | | | Eklakhi to Oaulatpur has been Track linking has been completed upto Malikpur. Between Malikpur & Balurghat earthwork, land acquistion and minor bridges are in progress and completion. |
| 2 | New BG line from Dudhnoi todepa (15.5 Ions.) | 1992-93 | 21.27 | 22.33 | 5 | 0.37 | 1.01 | -0.24 | | 10.01 | | 20.01 | | 0.1 | -1.22 | | | | | Land acquisition papers were to State Govl in July, 1997. Meghalaya govt, has not made the land so fare due to resistance Irom local people. Work on this project would be taken up only after the land becomes available and will be completed within 2 years of land being made |
| 3 | New line from Kumarghat to Agartata (109 kms.) | 1996-97 | 575 | 895 | 1 | 0.06 | 10 | 556 | 20 | 1808 | 40 | 3674 | | 407 | 049 | | | | | Kumarghat —Manu (21 Kms.) Commissioned on 27-12-02. of 775.70 hectares ol land out of 789.50 hectares has been taken and land acquisition in balance portion is in progress Earthwork and bridgework in the entire length are m progress. Tunellkig has been taken up. Progress adversely affected due to severe militant activities on the |

| 1 | 2 | 3 | 4 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 18 | 19 | 20 | 21 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4 | Rail-cum-Road Bridge over river Brahmapurtra near Bogibeel with linking lines between Dibrugarh | 1997-98 | 1000 1767 | | | 15 | 0 | . | 2 0 | 5 | 0 | 50.03 (10 in BOLT) | 14.89 | 9.12' | 40 | 58 | 60 | Final location survey has been completed Papers for land acquisition have submitted to State Govt. Work of collection of boulders, approach road and 4 major bridges is in progress. |
| 5 | New Maynaguri-Jogighopa (233 km.) | 2000-01 | 733 733 | | | | | | | | 6 (10 | 0.01 8 | 20 in BOLT) | 1.17 | 8.06 | 25 | | Final location survey completed and report is under finalisation. Tenders for earthwork for widening of bank for gauge conversion portion from Maynaguri Road to Chandrabandha (19 km.) have |
| 6 | Diphu-Karong (123 km.) | 1997-98 | 800 | 0.01 | | 00.00 | 10.001 | | 200.01 | 4 | 15 | 05.000 ' 1 (5 in BOLT) | | 0.00 | 4 | 0 | 3 | On the request of Govt, of for Jiribam-Imphal as an alternative aignment has been completed. As per the report, cost of Jiribam-imphal (97.9 km.) has been assessed as Rs. 748.86 cr. which has been processed for obtaining requisite approvals |
| 7 | Harmuti-Itanagar 156 (33 km) GAUGE CONVERSION | 1996-97 | 156 | 0.001 0 | | 0 | *02* | 10 | 0.03 | 100.01 | | 10 0.00 | 0 1(5 in BOLT) | 5.000 | 4 | 0 | 3 | Survey for an alternative alignment, at the request of State Govt.. from Bedati to Itanagar (45 km) has been taken up. The work would be taken up once alignment is finalised. |
| 8 | Lumding-Silchar-Jiribam & Badarpur to Baralgram (292 km.) | 1996-97 | 6481596.7 | 10 | 0.06 | 33.84 | 1.16 | | 404.54 | 4024.02 | | 4044.88 4039.73 | | | 7070.61 | | 75 | Final location Survey completed. 324.33 hectares of land out of 365 hectares between Langting to Ditokcherra have been acquired. Earthwork and bridges are in progress. Tunnel work has also been taken up. Work adversely affected due to poor law and order condition |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9 | Kalihar-Jogbani 397.8 including Katihar-Radhikapur (200 km) | 1997-98 | 100 | | 0.1 | 00.001 | 00.0001 | 0 | 10 | 015 (140.34 21 in BOLT) | | 1033.5 | | | | | Earthwork and bridges are in progress on Katihar-Jogbani and Katihar-Barsoi-Radhlkapur sections. Earthwork completed for 23 km. length between |
| 10 | Katakhai-Bhairabi (84 km) | 1997-98 | 200 | 200 | 0.1 | 0 0.001 | 0 | 2 | 0 | 0.1 1 1 (5 in BOLT) | 0 5.0000.00 | | 1 | 0 | | | The work would be taken up once Lumding-Sitahar is in advanced stage of completion. |
| 11 | New Jalpaiguri-Siliguri-New Bongaigaon (280 kms.) | 1997-98 | 380 | 590 | 20 | 0 | 10 | 0 6948.74 | | 80 58.7579.87157.65122139.3565 | | | | | | | Earthwork, bridgework and other works are in progress. The mega block for conversion from New Jalpaiguri to Samuktala Road has started on 01-12-02 and is targetted for completion during 2003-04. Work on Alipurduar-Bamanhat branch line Is also in progress. |
| | Dubling | | | | | | | | | | | | | | | | |
| 12 | Harishchandrapur-Kumarganj (30 kms.) | 2001-02 | 48 | 71 | | | | | | 20.61 4.111.810.01 | | | | | | | Earthwork & bridges are in progress. |
| 13 | Kumarganj-Ekiakhi (6 kms.) | 2002-03 | 17.06 | | | | | | | | | 0.5 | 0.5 | 6 | | | Detailed Estimate sanctioned. Tenders have been processed. |

The Projects which have Physically been completed but are apearing in the Pink Book for residual works/Financial adjustments have not been given in the above Statement.

(b) Additional funds to the tune of Rs. 40 cr. have been provided during 2001-02 for New Jalpaiguri-Silliguri-New Bongaigaon guage conversion from the additional budgetary support given for expediting the progress of certain identified projects.

**Training and Supervision in Railways**

662. SHRI PREM CHAND GUPTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that 65 per cent of the causes of train accidents are attributed to human error;

(b) whether this reflects a low standard of training and supervision in Railways; and

(c) if so, what are Government views on this?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) Yes, Sir.

(b) and (c) NO, Sir. This does not reflect low standards of training on Railways. Indian Railways is a vast organization employing about 15.15 lakh staff and in the fact of safety considerations and manpower variety, training on the Railways is given a very high priority. All staff, including safety category staff, are properly trained before extensive utilization of newly acquired technological aids is adopted. Modifying and refreshing the training of Railway staff to update their knowledge and skill is a continuous process. A comprehensive training need analysis of all categories of staff is carried out and training modules are revised to suit the changes in technology, work practices and objectives of the job. Additional funds have also been allotted to the training centres for upgradation of training facilities.

**Ultrasonic Flaw Detection Test during Monsoon**

663. SHRI JANARDHANA POOJARY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is mandatory for Railways to periodically patrol and